

Claims

1. A hydraulic control arrangement for the control of a consumer, comprising at least one mechanically operated continuously adjustable distribution valve with a subsequent pressure compensator down the line to which the load pressure of the corresponding consumer can be applied in the opening direction and the highest load pressure of all controlled consumers prevailing in a rear control chamber can be applied in the closing direction, wherein said load pressure can be carried via an LS line to a pump regulator of a pump, and comprising a safety valve upon operation of which the pressure compensator can be brought into a closing position for closing the connection to the consumer, characterized in that a pressure compensator piston can be held in its closed position by a spring, the LS line is connected to the reservoir by means of a flow control valve, the safety valve is arranged in the LS line between the flow regulator and the pressure compensator and a pressure effective upon change-over of the switch valve in the control chamber is tapped off by means of a nozzle by a pressure medium flow portion downstream of the pump and upstream of an outlet of the pressure compensator.

2. A control arrangement according to claim 1, wherein the nozzle is integrated in the pressure compensator piston and connects the rear control chamber to the inlet of the pressure compensator.

3. A control arrangement according to claim 1, wherein the nozzle is arranged in a branch line extending between the outlet of the pump and a portion of the LS line upstream of the safety valve.

4. A control arrangement according to any one of the preceding claims, wherein the pump regulator is a differential pressure regulator and the pump is a fixed displacement pump.

5. A control arrangement according to any one of the preceding claims, wherein the function of a further consumer is hydraulically controlled by means of a pilot device connected to a control oil supply which can be disconnected from the pilot device by means of an interrupting valve, wherein the safety valve can be brought into its locked position by means of the interrupting valve.

6. A control arrangement according to claim 2, wherein the pressure compensator piston has an axial bore opening via a load detecting nozzle into a transverse bore which is controlled to be opened when the pressure compensator is completely opened, wherein the nozzle connects the transverse bore to the rear control chamber.

7. A control arrangement according to any one of the preceding claims, wherein the nozzle has a smaller cross-section than a load detecting nozzle of the pressure compensator piston.